

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Do.	(Wet bulb) ...	69
Do.	Do. 1 P.M. ...	61
Do.	Do. 4 P.M. ...	57
Do.	Maximum ...	63
Do.	Minimum ...	58

METEOROLOGICAL REGISTER.
 AT 4 P.M. TO-DAY.

Barometer ...	30.04
Temperature ...	64
Damp Bulb ...	60
Direction of Wind ...	s
Force ...	5
Weather ...	b

Hongkong Observatory, Feb. 15, 1889.

ACCOUNT OF THE OUTBREAK AT
CHINKIANG BY CONSUL
MANFIELD.

The following account of the outbreak at Chinkiang is given by Mr. Mansfield, H.B.M.'s Consul at that port:—
At 2 p.m. on the 5th a man said to have been killed by a Sikh policeman was brought to H.B.M.'s Consulate. He was examined by the foreign doctor, who said there was no trace of violence. The case was dismissed, and as it afterwards appeared, the man was left lying on the boundary road of the concession, until the afternoon of the 7th, when he was removed to the magistracy. He is at present in perfect health, and the Chinese officials acknowledge that the accusation against the police was unfounded. The matter, however, appears to have been made a pretext, and at about 4 p.m. a crowd of boys and men began to stone three Sikhs off duty who were in the Police Compound. Being a Chinese holiday, the roads were full of people who joined in and attacked the Police Station and tore it to pieces. While so engaged, five soldiers arrived in response to a demand for help sent by H.B.M.'s Consul. These men never moved a finger to stop the wrecking, looting and shooting. They afterwards went away; a Chinese official then came in a chair to the scene, but he was hustled and his chair overturned. The Station being reduced to a wreck the crowd now came out of the compound and attacked on Duff's buildings was begun by small boys throwing stones at them, wood was piled against the verandah, and kerosene from the Police Station was poured on it. The whole was set alight and the three houses were a mass of flames. While this was going on a further force of some twenty soldiers arrived. They stood at the edge of the road below the Police Station and looked on, but did nothing to curb the mob, nor even going down below at all. When Duff's buildings were burning furiously, the great crowd already collected in the Consulate made preparations to enter, and in accordance with H.B.M.'s Consul's last urgent request, 200 soldiers arrived with fixed bayonets or spears, and were drawn up close to the Consulate gate. An attack on the Consulate was made at 7 p.m. under the very noses of the soldiers, who never stirred or attempted to prevent the crowd getting in at the gate. They watched the whole thing until the house and offices and the consular's house were in flames. The mob then went on and burned Mr. Hunn's house next door, then Mr. Bryan's, then the Chapel, and last attacked and looted the U.S. Consulate, but did not burn it for fear of setting fire to the neighboring Chinese houses. The mob was accompanied by about 10 or 11 p.m. as far as is known, and it is thought that further destruction was stopped by the arrival of 400 soldiers from Silver Island. When the British Consulate was attacked the U.S. Consul, Mr. C. R. Edwards, was there when the gate was burst in. The whole party, consisting of Gen. Jones, Mr. Jones and child, Mr. Mansfield and two children, two nannies and a gentleman visiting them, went to the back door to try and get out of the premises, but were prevented. They tried to get out of the side door but were stoned and driven back by the mob, and had to retreat up the hill accompanied by the constable and his wife. The mob had reached the Consulate, was driven out by the mob and joined the rest of the party as they returned from their fruitless attempt in climbing to the top of the hill. They managed to tear down part of the wall, and after a while walk away from the Consulate, which arrived on board the *Kiangyong*, which fortunately had arrived before the riot, and was moored to Butterfield & Swire's wharf, nearly all the residents on board except some missionaries who were used to their misadventures, and about one o'clock on the 6th a party was made up to go and bring them off from the Chinese house where they had taken refuge. This was effected without difficulty. Early on the morning of the 6th the rioting broke out again and became threatening. They now occupied the Bund opposite the wharf, but the draw-bridge was kept up and they then stones which barely reached the wharf. They threatened Mr. Mansfield's house, having unaccountably returned, was obliged to beat a hasty retreat. The burning of some small houses occupied by Customs people outside the settlement drew the mob away from the wharf. Towards 2 o'clock a large number of rows arrived and pitched their tents all along the Bund. The night of the 9th passed quietly, and on the 7th though a large crowd was still in the Concession, there was no further rioting. On the morning of the 6th the soldiers made a charge on everything left by the mob in the U.S. Consulate. On the afternoon of the 7th the *Matine* arrived and took the place of the *Shanghai* which had replaced the *Kiangyong* which had in turn succeeded the *Kiangyong* alongside of Butterfield & Swire's wharf.

On the morning of the 8th the crowd of soldiers were sent out of the Concession and put about the entrances, while the Municipal Police aided by a few soldiers cleared the idlers out of the Concession. When the riot happened the Tactel and Prefect were both absent, while the Tartar garrison was almost in a state of mutiny owing to arrears in their wages. H.B.M.'s Consul had therefore no protection to fall back on, but the troops on the Pook-shan, who were very hostile to foreigners on account of friction with the Police caused by the soldiers having on frequent occasions ridden at great speed in the streets contrary to the regulations. It is said that the row was arranged by some hawkers who had been prevented from plying their trade in the Concession, and that the soldiers were in league with them and that the so-called wounded man intentionally provoked the Police into giving him a push and then threw himself down and pretended to be in a dying state. There is absolute proof that he was an impostor.

WHY RESISTANCE WAS NOT OFFERED.
To the Editor of the
NORTH-CHINA DAILY NEWS.

Sir,—As people will probably be asking why we did not make some show of resistance to the mob when our settlement was first attacked, and before the crowd became too numerous, I send you a few lines of explanation which are in justice due to our community and especially to Mr. Mansfield, H.B.M.'s Consul.

After the Police naturally, to place the ladies and children in safety, and our single men were for the most part fully employed in escorting them to the steamer's wharf.

The residents were scattered here and there, many enjoying their afternoon walk over the hills, and there was neither time nor opportunity to rally them to the Consulate; even had they got there it is certain that with the few rifles and cutlasses available no effective resistance could have been made.

Mr. Mansfield sent message after message to the General in command of the Chinese troops—what result is already known; their protection was thought to be ample for the Consulate and neighboring missionary houses and chapels; and only

after Mr. Innocent's house was set fire to and the streets became thronged with a howling and dangerous mob did we fully realize our defenceless state.

To make our position clearer I append a list of the houses and residents on the Consular Hill, which were all burnt or looted, commencing from west going eastwards there were:

- 1.—Mr. Nunn, H.B.M.'s Consular Constable, with wife and children.
 - 2.—Mr. Mansfield, H.B.M.'s Consul, with wife and children.
 - 3.—Rev. Hunn, Missionary, with wife and children.
 - 4.—Rev. R. T. Bryan, Missionary, with wife and children.
 - 5.—General Jones, U.S. Consul, with wife and children.
- Of the above, two ladies and some children were in delicate health and had to walk or be carried in total darkness over narrow paths and through brushwood on a steep hillside (one lady walked barefooted), and thence made their way by a circuitous route toward the hills. They were several times in imminent danger of falling into the hands of the rioters and had frequently to crouch down to avoid the stones thrown about in all directions.

Mr. Mansfield did everything that could possibly be done under these most trying circumstances for the safety of all. With a sick wife and children to look after, he was throughout cool, cheerful and collected, and had a kind word for every one. Had not had a kind word for every one. Had not had a kind word for every one.

Everything is now quiet and business has resumed its usual course. The U.S.S. *Ochota* are here, as well as a Chinese corvette and gunboat, and we have plenty of protection.

A photograph from your part is taking place of the riot for sale.

Yours truly,
A. R. MANSFIELD,
Consul, 13th Feb.

LATE TELEGRAMS.

VICTORIA AT THE PARIS EXHIBITION.
London, Jan. 23. It is probable that the colony of Victoria will be allowed to erect a kiosk in the Trocadero Gardens, adjacent to the exhibition in Paris, in which to exhibit Victorian wares.

THE ATTACK ON THE LIFE OF THE
AMER.
Alahabad, Jan. 22nd.—The Amer had a very narrow escape on the 25th December. He was leaning forward in his chair when the back of the chair passed through the back of the chair and a bullet passed through the man's comrades made no effort to arrest him. He was stabbed twice by the Deputy Commander in Chief as he stood above the Amer, and was then killed by the hydrant.

REMARKS OF THE LIFE OF THE
AMER.
London, Jan. 24. The remains of the late Madame Dina De Murska, who died in great poverty at Munich, and also of her daughter, who expired soon after having lost her mother's death, have been cremated.

A COLLISION AT SEA.
Boulogne, Jan. 20.—The S.S. *Danubius* which left Boulogne on December 20, had a rather serious collision on Jan. 7, about ninety miles from Genoa, with the *Italia*, another Italian vessel. The *Italia* ran right into the port side of the *Danubius*, carrying away some thirty feet of the bulwarks of the latter vessel. The *Danubius* was cut in a hole between the floor of the saloon and cabin. The full force of the collision was felt in the cabin to the rear of the saloon, which had fortunately been vacated at Naples. It was entirely wrecked. After the collision the two ships lay close together for some time together in order that they might be able to help each other in case of necessity, as both had a number of passengers on board and both were greatly damaged.

The two vessels were ultimately able to proceed to their respective ports. The *Danubius* had already had a slight collision in the Swiss Canal with the S.S. *Ganges*, which knocked away a portion of her hull bulwark over the bulwarks near the stern.

NEWELL'S LOSS.
January 20.—The ship *Sir Walter Raleigh*, which left Sydney in November last with a cargo of wool and other produce, has been wrecked on the coast of France. Five persons were drowned.

The *Sir Walter Raleigh* was called for the South Australian Government loan of £1,817,800, bearing 3½ per cent. interest at par.

January 20.—The broken hulk coldly received the South Australian loan. They say that the minimum height of the light is 100 feet. The loan, however, has been quoted at a quarter premium.

In the Hungarian Diet, the Army Bill was read a second time, and passed by a large majority. There were violent scenes outside the Diet outside the Diet.

Mr. W. O'Brien addressed James Bright's meeting at Manchester, and declared that French and Russian dynamites were offered more protection in Britain than Irish authors. The audience sought to prevent O'Brien's arrest and rushed the platform. An excited scene preceded his capture, which eventually was effected.

Italy has ordered 16 of the heaviest guns from England.

The chief American Ministers at the European courts have been created Ambassadors.

The British Admiralty has decided to enlist 2000 marines.

ALLIE SEES THE POINT.—Why, Allie, dear, is that the way to begin your dinner? asked a mother of her little daughter, as she began with the pie. Well, I declare, mamma, I was going to eat my dinner upside down, wasn't I?—N. Y. Observer.

MR. WHIFFLES.—Doctor, I hear you have a sure cure for insomnia. I wish you would treat me for it, as it is almost impossible for me to get to sleep. Doctor.—Certainly. My plan is simple. As soon as you lie down at night begin to count, and keep on counting until you go to sleep. "Is counting all it is? Why, doctor, counting is just what I do every night of my life, and it doesn't put me to sleep at all." "Oh, how could you expect to sleep with all that counting?"—Philadelphia Record.

AN IMPORTANT DISCOVERY is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomington, Minnesota, Rosebury Square, London, W. C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it.—Watson & Co. (Limited), agents in Hongkong and China.—Advt.

Mails.
NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 26th February, 1889, at Noon, the Company's S.S. *MELBOURNE*, Commandant VINCET, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 16th February, 1889. (Parcels are not to be sent on board; they must be left at the Agents' Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 7, 1889. 246

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama on THURSDAY, the 21st Instant, at Noon, having on board Captain, and crew, and United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco and return, \$200.00
To San Francisco and return, \$300.00
To Liverpool and return, \$350.00
To London and return, \$300.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of goods to be stated.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 6, 1889. 234

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on SUNDAY, the 23rd March, at Daylight.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—
To San Francisco and return, \$200.00
To San Francisco and return, \$300.00
To Liverpool and return, \$350.00
To London and return, \$300.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 13, 1889. 276

Mails.

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, MARSEILLES,
GIBRALTAR, BRINDISI, ANCONA,
VENICE, PLYMOUTH AND
LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIPOLI, HAMBURG, NEW YORK AND BOEN.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SHANNON*, Capt. C. R. EDWARDS, with Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on WEDNESDAY, 27th February, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 13, 1889. 281

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*, 3,107 Tons Register, WALLACE, Commandant, will be despatched for VANCOUVER, B.C., via KOREA and YOKOHAMA, on THURSDAY, the 7th March, at 3 p.m.

To be followed by the S.S. *ABYSSINIA*, on the 4th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco, " " 175.00
To London and return, " " 250.00
To Liverpool and return, " " 300.00
To London and return, " " 305.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to Mr. D. E. BROWN, District Freight Agent, 100, Queen's Road Central.

Freight will be received on board until 4 p.m. on the 6th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, February 9, 1889. 260

NORDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of March, 1889, at 10 a.m., the Company's Steamship *Sachsen*, Capt. G. GARNER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon—Cargo will be received on board until 4 p.m. Specie and Parcels until 1 p.m. on the 16th March, 1889. (Parcels are not to be sent on board; they must be left at the Agents' Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELBOURNE & CO.,
Agents.

Hongkong, February 18, 1889. 310

WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

Quinn & Sons, Agents.

To Let.

TO LET.
PEAK—'LA HACIENDA,' formerly occupied by Sir GEORGE PHILLIPS.
Apply to
H. N. MODY,
Victoria Buildings,
Hongkong, December 12, 1888. 2096

TO LET.
(With Early Possession.)
NOS. 1, 2 & 4, QUEEN'S GARDENS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, January 25, 1889. 147

TO LET.
2ND FLOOR OF HOUSE, No. 64, QUEEN'S ROAD CENTRAL.
Possession from 1st April next.
Apply to
LAI HING & CO.,
No. 153, Queen's Road Central.
Hongkong, February 7, 1889. 236

TO LET.
ROOMS in 'COLLIER CHAMBERS.'
Apply to
DAVID SASSOON, SONS & CO.
Hongkong, December 12, 1888. 804

TO LET.
(Entry 1st March next.)
NOS. 3, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, January 29, 1889. 178

Insurance.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.
Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.
Hongkong, July 15, 1887. 1340

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ATTENDED APPOINTMENT AND LATER ASSISTANT TO DR. ROGERS.)
AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1888. 66

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Harbour or midway between each shore are marked Z, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gun Works.

2. From Gun Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.

Captain.

Flag and Rig.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Apennine.....Hohlmann.....Ger.....str.....1340 Jan. 21 Wilder & Co. K'loon Dock

Ashington.....Zindel.....Ger.....str.....869 Jan. 27 Siemens & Co. " "

Benlawers.....Webster.....Brit.....str.....1013 Feb. 14 Gibb, Livingston & Co. " "

Benledi.....Clark.....Brit.....str.....1436 Feb. 19 Gibb, Livingston & Co. " "

City of Peking.....Seabury.....Amer.....str.....6087 Feb. 14 P. M. S. Co. San Francisco

Dahli.....Marques.....Span.....str.....635 Feb. 18 Gibb, Livingston & Co. Amoy & Manila